

## **APPENDIX A**

**NOTICE OF PREPARATION AND INITIAL STUDY; RESPONSES TO  
THE NOTICE OF PREPARATION AND INITIAL STUDY; MAILING  
LIST FOR THE NOTICE OF PREPARATION AND INITIAL STUDY**

## **NOTICE OF PREPARATION AND INITIAL STUDY**

## NOTICE OF PREPARATION

**To:** See Attached List

**From/Lead Agency:** City of Riverside  
Planning Department  
3900 Main Street, Third Floor  
Riverside, CA 92522

**Date:** April 20, 2005

**Subject:** Notice of Preparation of a Draft Environmental Impact Report

City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project. The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study, vicinity map, aerial map, Canyon Springs Specific Plan Land Use Map and site plan are attached.

You are invited to attend a scoping meeting which will be held on May 16, 2005 at 6:00 p.m. in the City Council Chambers, 3900 Main Street, Riverside, CA 92522.

Due to time limits mandated by State law, your response must be sent at the earliest possible date **but no later than 30 days** after receipt of this notice.

Please send your response to Clara Miramontes, Senior Planner, at the address shown above. We will need the name for a contact person in your agency. If you have any questions, please contact Clara Miramontes at (951) 826-5277 or via e-mail at [cmiramontes@riversideca.gov](mailto:cmiramontes@riversideca.gov)

**Project Title:** Wal-Mart Supercenter at Canyon Crossings - Planning Cases P03-1313 (EIR), P04-0314 (Conditional Use Permit), P03-1213 (Street Vacation) and P05-0397 (Design Review)

### PROJECT DESCRIPTION

Request by Hall and Foreman, Inc., to construct a 235,000 square Walmart Super Center on approximately 24 acres easterly of Valley Springs Parkway, northerly of Corporate Center Place. The Wal-Mart Supercenter would total approximately 235,000 square feet in size, inclusive of all of the following uses: general merchandise, groceries and liquor sales; a pharmacy with drive through service; a vision care center; a food service center; a photo studio; a photo finishing center; a banking center; an arcade; a garden center; tire and lube facilities; outdoor sale facilities; outside container storage facilities; rooftop proprietary satellite communication facilities; parking facilities; and all

other appurtenant structures and facilities necessary for the aforementioned sales and services. With the exception of the tire and lube facility, the Wal-Mart Supercenter will operate 24 hours per day. The Wal-Mart parcel would provide approximately 965 parking spaces. Primary access to the site would be from Corporate Center Place. Two secondary access points are to be located on Valley Springs Parkway. The Wal-Mart Supercenter would relocate the existing 125,873 square foot Wal-Mart retail store from the existing Wal-Mart building on the adjacent northeastern parcel to the new Wal-Mart Supercenter building.

Implementation of this request will require a conditional use permit and design review, grading and building permits as well as a street vacation of a portion of Campus Parkway, westerly of Corporate Centre Place. Additionally, other applicable permits from responsible agencies may be required, including but not limited to Water Quality Control Board and Air Quality Management District.

### PROJECT SETTING/ISSUES OF CONCERN

The proposed project site is located in the City of Riverside, which is itself located in northwestern Riverside County. The project site is located southeast of the interchange of State Route 60 (SR-60) and Interstate 215 (I-215). The City of Moreno Valley is located from 0.5 to 0.75 miles north, south, and east of the site; while unincorporated areas of Riverside County are located within 0.75 miles and 0.5 mile northwest and south of the project site, respectively.

The project site is north of the intersection of Valley Springs Parkway and Corporate Centre Place, within the Canyon Springs Specific Plan. The Canyon Springs Specific Plan was adopted in 1984, establishing an integrated retail and office center covering approximately 318 acres at the intersection of the 60 and 215 Freeways. The EIR will cover mandatory topics pursuant to CEQA, including but not limited to traffic, land use, water, air quality, hazards, public services, utilities, aesthetics, noise, growth inducing impacts and cumulative impacts, as well as if no project were undertaken. The existing Wal-Mart building may be expanded by an additional 20,000 square feet. No specific entitlements are being sought at this time for the existing Wal-Mart building and its expansion. The potential 20,000-square-foot expansion of the existing Wal-Mart building will be considered in the cumulative impacts discussion of the EIR.

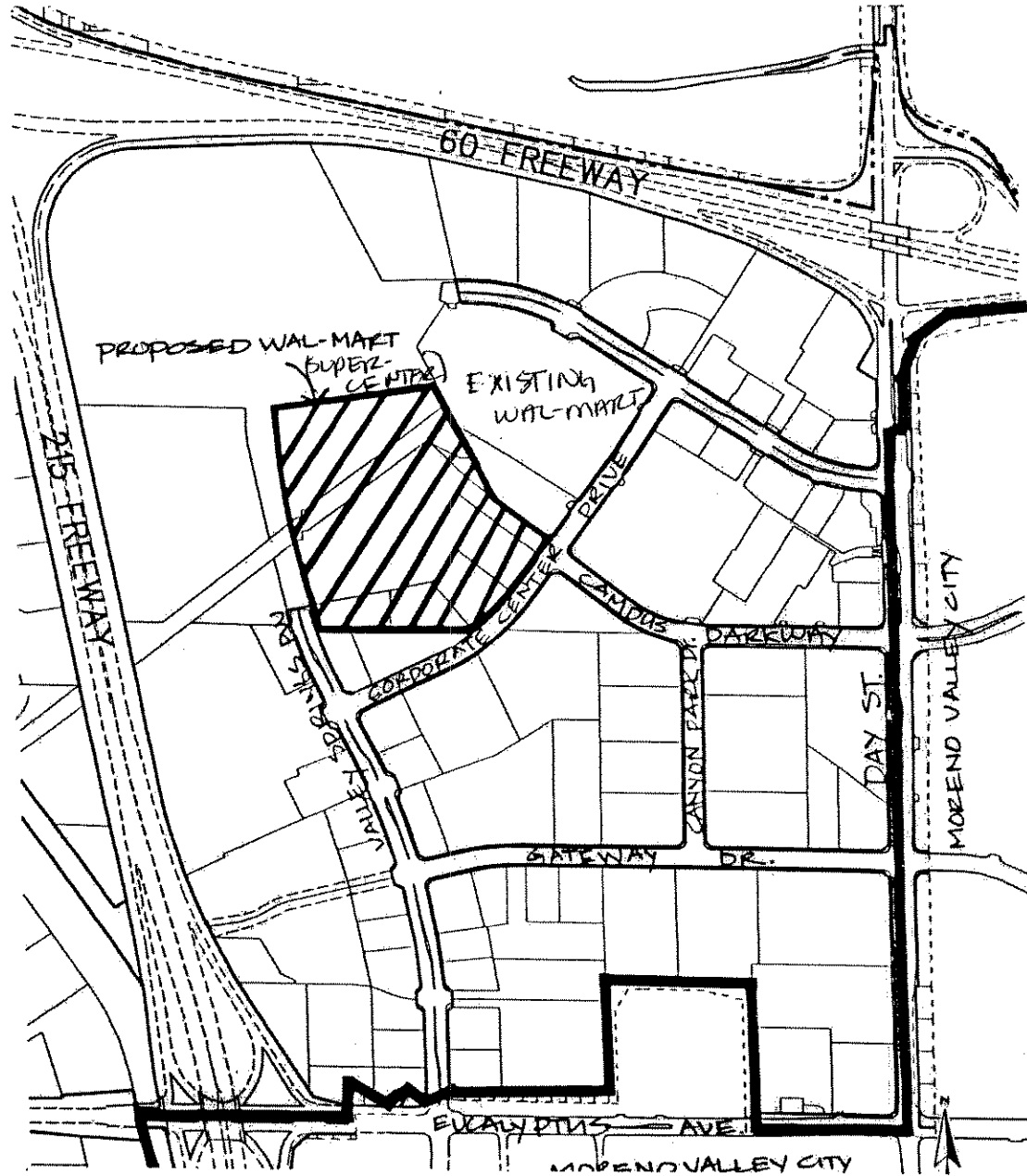
Signature: \_\_\_\_\_

Title: \_\_\_\_\_

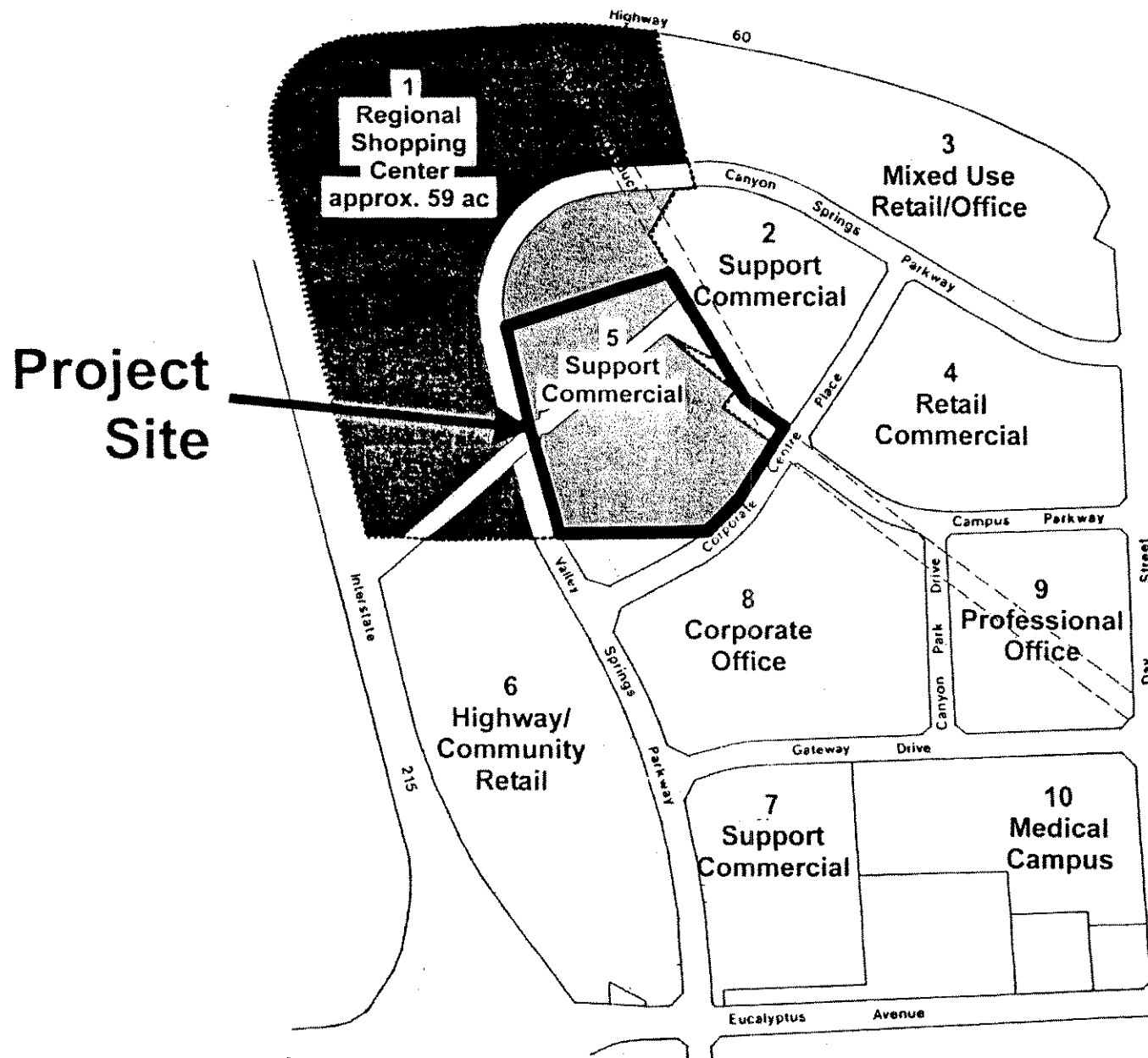
Principal Planner

Attachments

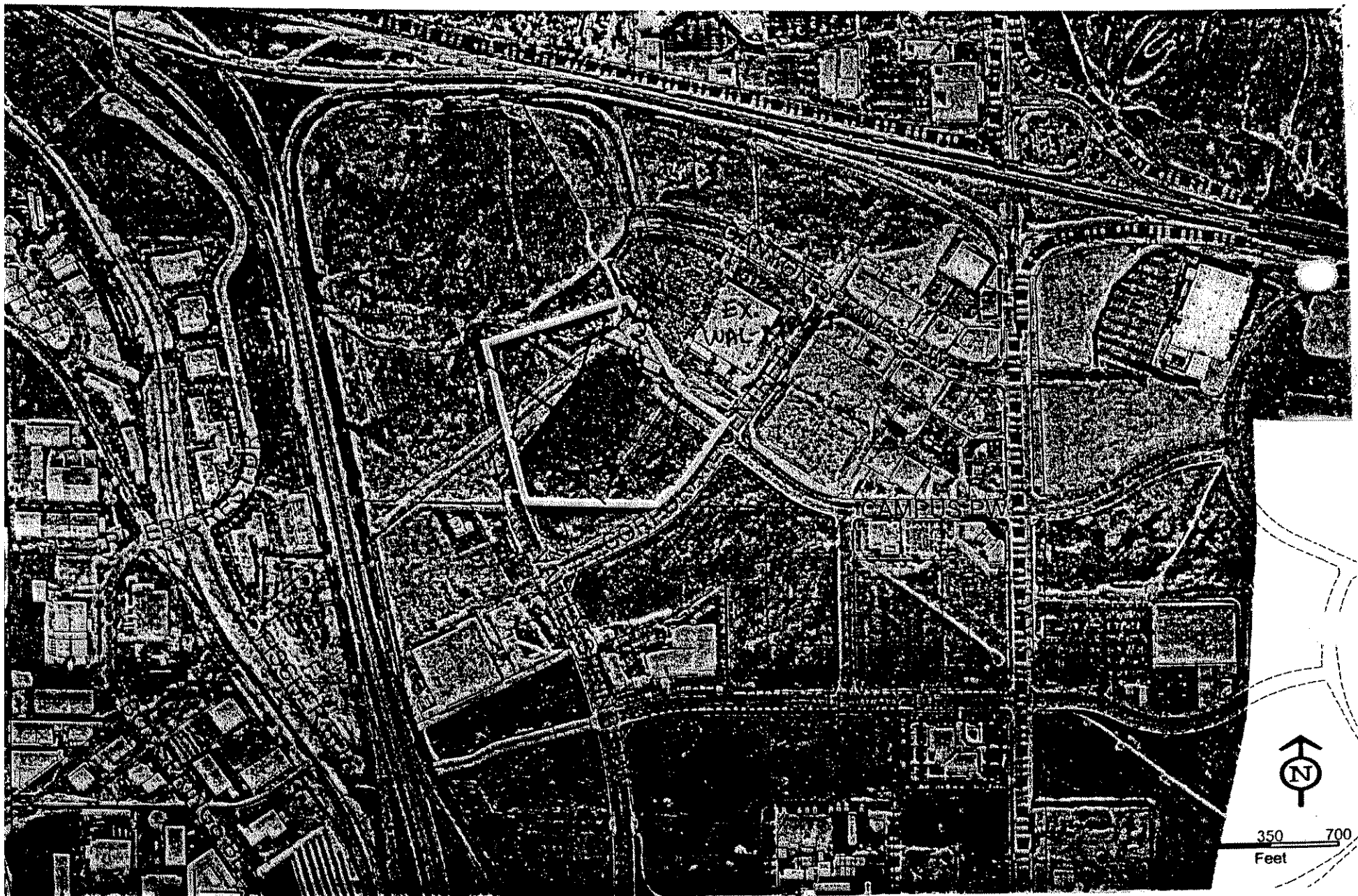
# Vicinity Map



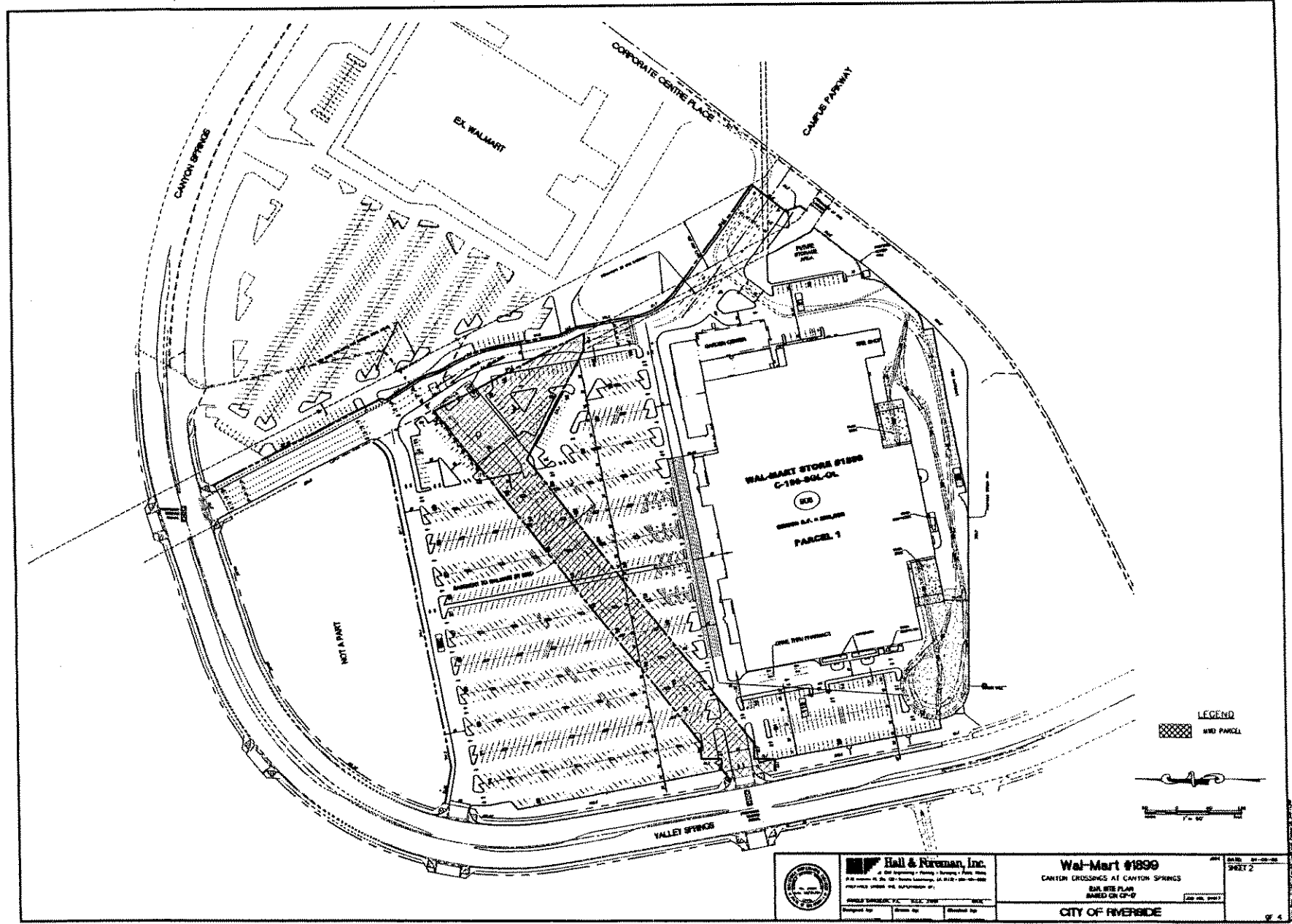
# Canyon Springs Specific Plan Land Use Map



# Aerial Map



# Site Plan



	<b>Hall &amp; Freeman, Inc.</b> 1000 West 10th Street, Suite 100 Riverside, CA 92506 (951) 514-1100	<b>Wal-Mart #1899</b> CANYON CROSSINGS AT CANYON SPRINGS SAN SITE PLAN BASED ON C-100	SHEET 2 OF 4	
	PREPARED UNDER THE SUPERVISION OF: PROJECT ENGINEER: T.C. BUCK, CIVIL DESIGNER: J.P. BUCK, CIVIL CHECKER: J.P. BUCK, CIVIL	DATE: 07-10-00	DATE: 07-10-00	DATE: 07-10-00
	CITY OF RIVERSIDE			07-10-00



## Initial Study

- An approximately 235,000-square-foot building and a 1,161 -space ground parking lot is proposed on approximately 24-acres to accommodate a Wal-Mart Super Center. The existing Wal-Mart store located adjacent to the project site will relocate to this new building with additional services. Uses include retail sales of general merchandise, groceries and off-site alcohol, a pharmacy with drive-thru services, a vision care center, a food service center, a photo-studio and photo finishing center, a banking center, a garden center, an arcade, and a tire and lube center.

11. **Existing Land Uses and Setting:**

The site is located on the northerly side of Corporate Centre Drive, between Valley Springs Parkway and Campus Parkways, in Planning Areas 1 and 2 of the Canyon Springs Specific Plan. The is bounded by an existing Wal-Mart store the northeast, a Target store and commercial center to the southeast, vacant land to the south and north, and a Sam's Club Center to the southwest.

12. **Surrounding Land Uses and Setting:**

**Adjacent existing land use:**

North: Vacant

East: Commercial

South: Vacant

West: Commercial/Vacant

**Adjacent zoning:**

North: C-2-SP - Restricted Commercial and Specific Plan (Canyon Springs Business Park) Combining Zones

East: C-2-SP - Restricted Commercial and Specific Plan (Canyon Springs Business Park) Combining Zones

South: CO-SP - Commercial Office and Specific Plan (Canyon Springs Business Park) Combining Zones

West: CO-SP - Commercial Office and Specific Plan (Canyon Springs Business Park) Combining Zones

13. **Other agencies whose approval is required:**

a. None

14. **Other Environmental Reviews Referenced in this Review:**

a. None

## DETERMINATION:

On the basis of this initial evaluation which reflects the independent judgement of the Planning Department, it is recommended that:

The City Planning Commission find that the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION be prepared. ☐

The City Planning Commission find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the recommended mitigation measures have been added to the project (see attached recommended mitigation measures). A mitigated NEGATIVE DECLARATION will be prepared. ☐

The City Planning Commission find there is no evidence before the agency that the proposed project will have any potential for adverse effect on wildlife resources, and the impacts of the project are de minimis pursuant to Section 711.4 of the Fish and Game Code. ☒

Ken Gutierrez, Planning Director

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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### 1. LAND USE AND PLANNING.

Would the proposal:

- |  |                                     |                          |                          |                                     |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Conflict with general plan designation or zoning?<br>(Source: )<br>Although the proposed uses are in compliance with the Canyon Springs Specific Plan and Zoning, the Specific Plan or the original EIR for this area did not anticipate such a large big box retailer of this magnitude in this area. This project may result in conflict with existing and planned uses in this area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?(Source: )<br>There are no other agencies with environmental jurisdiction over the project.   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be incompatible with existing land use in the vicinity? (Source: )<br>See response 1.a.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d. Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? (Source: GENERAL PLAN EXHIBIT 10 — AGRICULTURAL RESOURCES)   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Disrupt or divide the physical arrangement of an established community? (Source: )<br>Development facilitated by this project may disrupt the planned uses and physical arrangement of an established area, including both City of Riverside and Moreno Valley.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

### 2. POPULATION AND HOUSING.

Would the proposal:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cumulatively exceed official regional or local population projections? (Source: )<br>The project is consistent with the City General Plan and growth projections contained therein. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (Source: ) <b>The project area is located within a planned commercial area. Existing infrastructure already exists in the area. Development facilitated by this project will require connections from the utilities that are located in the adjacent streets.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Eliminate existing housing, especially affordable housing? (Source: ) <b>The project will not result in the removal of any residences.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3. GEOLOGY AND SOILS.

Would the proposal result in or expose people to potential impacts involving:

a. Fault rupture? (Source: GENERAL PLAN EXHIBIT 6 — SEISMIC HAZARDS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Seismic ground shaking? (Source: GENERAL PLAN EXHIBIT 6 — SEISMIC HAZARDS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Seismic ground failure, including liquefaction? (Source: GENERAL PLAN EXHIBIT 6 — SEISMIC HAZARDS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Seiche hazard? (Source: GENERAL PLAN EXHIBIT 7 — HYDROLOGY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Grading on natural slopes over 10 percent? (Source: CITY GIS MAPS) <b>The project area has an average natural slope of 4% and is relatively flat.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Source: ) <b>The project will not result in changes to the existing topography.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Subsidence of the land? (Source: GENERAL PLAN EXHIBIT 5 — UNSUITABLE SOIL CONDITIONS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expansive soils? (Source: GENERAL PLAN EXHIBIT 5 — UNSUITABLE SOIL CONDITIONS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Unique geologic or physical features? (Source: ) No unique geologic or physical features occur on the site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 4. WATER.

Would the proposal result in:

a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Source: ) The project may impact existing drainage patterns and cause changes in amount of surface runoff.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people or property to water related hazards such as flooding? (Source: GENERAL PLAN EXHIBIT 7 — HYDROLOGY; FEMA FLOOD INSURANCE RATE MAP PANEL 060260-0035A, ZONE C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Discharge into surface waters or other alteration of surface water quality? (Source: ) See response 4.a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Changes in the amount of surface water in any water body? (Source: ) This project does not directly drain into a body of water.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Changes in the course or direction of water movement? (Source: ) See response 4.a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability? (Source: ) See response 4.a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Altered direction or rate of flow of groundwater? (Source: GENERAL PLAN EXHIBIT 6 — SEISMIC HAZARDS )	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Impacts to groundwater quality? (Source: ) See response 4.a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Substantial reduction in the amount of local groundwater otherwise available for public water supplies? (Source: ) See response 4.a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. AIR QUALITY.</b>				
Would the proposal:				
a. Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: URBEMIS 2002) During construction and possibly throughout the operation of this project, air quality standards may be exceeded.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a CO hotspot, or expose individuals to CO concentrations above established standards? (Source: ) See response 5.a above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to pollutants? (Source: ) See response 5.a above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d. Create objectionable odors? (Source: ) See response 5.a above..	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be subject to Transportation Demand Measures? (Source: ) The project may result in over 250 employees (multiple employers) which may result in the requirement of Transportation Demand Measures.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. TRANSPORTATION/CIRCULATION.</b>				
Would the proposal result in:				
a. Increased vehicle trips or traffic congestion? (Source: ) A project of this size and magnitude was not anticipated in this area under the Specific Plan. Additional traffic generated by this project may create adverse traffic impacts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Reduction in Level of Service (LOS) of intersections? (Source: ) See 6.a. above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Inadequate emergency access or access to nearby uses? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Insufficient parking capacity on-site or off-site? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Hazards or barriers for pedestrians or bicyclists? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Rail or air traffic impacts? (Source: ) <b>See 6.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 7. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Federally endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? (Source: )<br><b>The site has been routinely disturbed over time. No native plant communities occur on site and therefore no sensitive species are expected to occur. As well, the site is bounded by some commercial development.</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Species identified as a sensitive or special status species in local or regional plans or listings maintained by the California Department of Fish and Game? (Source: )<br><b>See response 7a.</b>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Locally important natural communities (e.g., sage scrub, etc.)? (Source: )<br><b>See response 7a.</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Wetland habitat (e.g. riparian and vernal pool)? (Source: ) <b>See response 7a.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Wildlife dispersal or migration corridors? (Source: ) <b>See response 7a.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wildlife resources pursuant to Section 711.4 of the Fish and Game Code? (Source: ) <b>See response 7a. Due to the lack of on-site habitat, development of the site will not have an adverse impact of wildlife resources and the impacts of the project are found to be de minimis pursuant to Section 711.4 of the Fish and Game Code.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 8. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with the General Plan Energy Element?<br>(Source: CONSERVATION ELEMENT OF THE GENERAL PLAN )  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Use non-renewable resources in a wasteful and inefficient manner? (Source: )<br><b>The project will entail the consumption of non-renewable materials in accordance with typical construction practices.</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Source: GENERAL PLAN - EXHIBIT 40 — MINERAL RESOURCES )          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## 9. HAZARDS.

Would the proposal involve:

- |  |                                     |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|
| a. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? (Source: )<br><b>This project may entail the use of hazardous substances that may result in safety and health hazards.</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Possible interference with an emergency response plan or emergency evacuation plan? (Source: ) <b>See response 6.a.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. The creation of any health hazard or potential health hazard? (Source: ) <b>See response 6.a.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Exposure of people to existing sources of potential health hazards? (Source: ) <b>See response 6.a.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Increased fire hazard in areas with flammable brush, grass, or trees? (Source: ) <b>This is an infill project in an urbanized area. No wildland fire risk exists.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Exposure of people to risk from airport operations? (Source: ) <b>See response 6.a.</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 10. NOISE.

Would the proposal result in:

a. Increase in existing noise levels? (Source: ) <b>The commercial development facilitated by this project is expected generate noise levels possibly beyond those permitted by the noise ordinance.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure to severe noise levels, including construction noise? (Source: ) <b>See response 10.a. above.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 11. PUBLIC SERVICES.

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a. Fire protection? (Source: ) <b>The project may impact or require additional public services.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection? (Source: ) <b>See response 11.a.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Schools? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 11.a.				
d. Maintenance of public facilities, including roads? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 11.a.				
e. Other governmental services? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 11.a.				

## 12. UTILITIES AND SERVICE SYSTEMS.

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

a. Power or natural gas? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The project will result in an incremental additional demand for utilities in which existing utility systems may be impacted to serve this project.				
b. Communications systems? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				
c. Local or regional water treatment or distribution facilities? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				
d. Sewer or septic tanks? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				
e. Storm water drainage? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				
f. Solid waste disposal? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				
g. Local or regional water supplies? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See response 12a.				

## 13. AESTHETICS.

Would the proposal:

a. Have a demonstrable negative aesthetic effect? (Source: )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed project will impact the aesthetic appearance and development of this area.				

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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b. Create light or glare? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Additional lighting in the form of commercial lighting and street lighting will be introduced on site. This lighting will be typical for commercial development and is not expected to have any significant impacts on the adjacent commercial development, both existing and planned.

c. Affect a scenic vista or roadway? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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No scenic roadways occur in the vicinity of the project.

## 14. CULTURAL RESOURCES.

Would the proposal:

a. Disturb paleontological resources? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No identified paleontological resources or paleontologically sensitive areas are known to occur within the City.

b. Disturb archaeological resources? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Given the disturbed nature of the site, staff believes that it is highly unlikely that cultural resources are present.

c. Have the potential to cause a physical change which would affect historical resources, including heritage trees? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

See response 14b.

d. Have the potential to cause a physical change which would affect unique ethnic cultural values, including those associated with religious or sacred uses? (Source: )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

See response 14b.

## 15. RECREATION.

Would the proposal:

## ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase the demand for neighborhood or regional parks or other recreational facilities? (Source: )<br>The project is for commercial-retail purposes only which does not require recreational facilities. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Affect existing recreational opportunities, including trails? (Source: GENERAL PLAN EXHIBIT 42-PROPOSED TRAIL SYSTEM)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## 16. MANDATORY FINDINGS OF SIGNIFICANCE.

- |  |                                     |                          |                                     |                          |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (Source: )<br>See responses in Sections 7 and 14. | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (Source: )<br>See responses in sections 1, 4, 5, 6, 9, 10, 11, 12, and 13.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects.) (Source: )<br>See responses in sections 1, 4, 5, 6, 9, 10, 11, 12, and 13.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |                                     | <input type="checkbox"/> |

**ISSUES (AND SUPPORTING  
INFORMATION SOURCES):**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

- d. Does the project have environmental effects  
which will cause substantial adverse effects  
on human beings, either directly or indirectly?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

(Source: )

**See response in Sections 4, 5 and 9.**

**FINDING**

(To be completed by the City Planning Commission)

- ☐ It has been found that the project will not have a significant effect on the environment and a Negative Declaration should be adopted by the City Council. As part of this determination, the approved mitigation measures shall be required for the project. The proposed Negative Declaration reflects the independent judgement of the City of Riverside.

1. See conditions of PM 30771 marked with an asterisk.

- ☒ Limited to Cased P04-0313 and P04-0314

- ☒ It has been found that the project may have a significant effect on the environment and an Environmental Impact Report should be required by the City Council.

- ☒ There is no evidence before the agency that the proposed project will have any potential for adverse effect on wildlife resources, and the impacts of the project are found to be de minimis pursuant to Section 711.4 of the Fish and Game code.

Signature \_\_\_\_\_ Date \_\_\_\_\_

City Council

Case Number: P04-0313 and P04-0314

cw:jb  
G:\CC\05-04\Wlamart-IS.rcm.wpd

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Attn: Michael McCoy

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Attn: Grant Bradshaw, Chief Operating  
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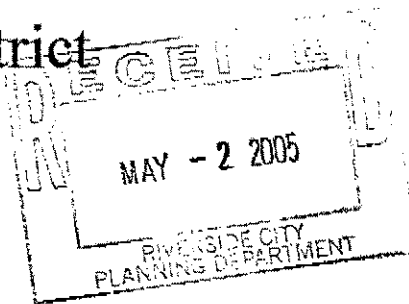
## **RESPONSES TO THE NOTICE OF PREPARATION**



## South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

April 27, 2005



Ms. Clara Miramontes, Senior Planner  
City of Riverside  
Planning Department  
3900 Main Street, Third Floor  
Riverside, CA 92522

Dear Ms. Miramontes:

### **Notice of Preparation of a Draft Environmental Impact Report for Wal-Mart Supercenter at Canyon Crossings**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

#### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: [www.arb.ca.gov](http://www.arb.ca.gov)

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air

quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/diesel\\_analysis.doc](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/diesel_analysis.doc). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

RVC050422-03LI  
Control Number

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364

SACRAMENTO, CA 95814

(916) 653-4082

(916) 657-5390 - Fax



May 5, 2005

Ms. Clara Miramontes  
City of Riverside Planning Dept.  
3900 Main St., 3rd Floor  
Riverside, CA 92522

Re: Wal-Mart Supercenter DEIR

SCH# 2005041104

Dear Ms. Miramontes:

Thank you for the opportunity to comment on the above-referenced document. The Commission was able to conduct a Sacred Lands File search of the approximate project area, which identified no recorded Native American sites within the proposed project site. However, the lack of recorded sites does not preclude the possibility that cultural resources may be present. Additionally, this document contains no supporting documentation prepared in accordance with the CEQA Guidelines (15063 (d) (3)), regarding the conclusion that the project will cause no identifiable impacts to cultural resources. In order to address this shortfall, the Commission recommends that all of the following actions be taken.

- Contact the appropriate California Historic Resources Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should consider avoidance, as defined in Section 15370 of the CEQA Guidelines, when significant cultural resources could be affected by the proposed project.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains and cemeteries in their mitigation plans. Health and Safety Code §7050.5, CEQA §15064.5 (e) and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Early consultation with tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed is a list of Native Americans individuals/organizations that may have knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Sincerely,

*Carol Gaubatz*  
Carol Gaubatz  
Program Analyst  
(916) 653-6251

CC: State Clearinghouse

**Native American Contacts**  
**Riverside County**  
**May 5, 2005**

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This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Wal-Mart Supercenter DEIR, SCH# 2005041104, Riverside County.

**Native American Contacts  
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May 5, 2005**

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**San Luis Rey Band of Mission Indians**  
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This list is current only as of the date of this document.

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This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Wal-Mart Supercenter DEIR, SCH# 2005041104, Riverside County.



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Riverside County  
May 5, 2005**

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**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.84 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Wal-Mart Supercenter DEIR, SCH# 2005041104, Riverside County.**



# **SYCAMORE HIGHLANDS**

**ACTION GROUP**

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May 5, 2005

City of Riverside Planning Department  
3900 Main St.  
Riverside, CA 92522  
ATTN: Clara Miramontes, Senior Planner

RE: P03-1313, P04-0314, P03-1213, P05-0397, Notification of Draft EIR

The Sycamore Highlands Community Action Group membership met on 5/5/2005 to discuss the findings of the City of Riverside Planning Department with respect to the proposed preparation of a draft environmental impact report (EIR). Following are the comments of our organization:

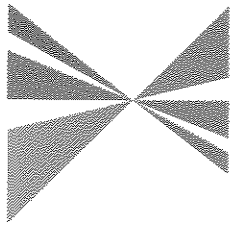
- 1) It was unclear whether the EIR would be conducted by the City or (more appropriately) outsourced to an unbiased agency at the request of the City Council given that the Planning Department felt that there may be significant environmental impacts.
- 2) It was also unclear what would happen to the current Wal-Mart building. Is this to be torn down and replaced with other retail stores, or will this serve as some sort of warehouse for the new Super Wal-Mart?
- 3) The impact of the proposed project on our neighborhood was not perceived as being significant, however some of our membership indicated that they would rather see the City attract high end retail stores and restaurants to this location which would have a positive impact on our area rather than more of the very large discount retail stores, given that we already have a Target, Costco, Wal-Mart, and Sam's Club in the area. The median income in Riverside is on the rise (see recent reports of economist John Husing) and residents must go to Ontario, Rancho Cucamonga, or Orange County for many of the higher end retail stores like Crate and Barrel, Pottery Barn, Mimi Maternity, Baby Gap.
- 4) Freeway traffic at the 60/215 Freeway is already terrible and upgrades to this transportation network (to include the surrounding city streets) must be considered with any further commercial or residential additions in the vicinity of this interchange. Even though CalTrans will be upgrading the interchange, improvements to traffic flow along Day Street and Eucalyptus Avenue will be needed to handle the additional local traffic.



Alec C. Gerry  
Chairman

Sycamore Highlands Community Action Group

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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F (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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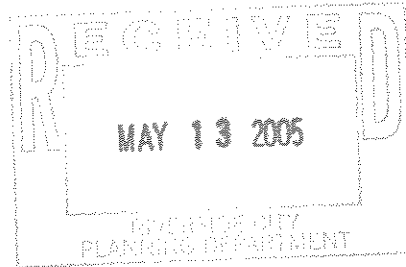
**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

May 9, 2005

Ms. Clara Miramontes  
Senior Planner  
City of Riverside  
Planning Department  
3900 Main Street, Third Floor  
Riverside, CA 92522



**RE: SCAG Clearinghouse No. I 20050241 Wal-Mart Supercenter at Canyon Crossings**

Dear Ms. Miramontes:

Thank you for submitting the **Wal-Mart Supercenter at Canyon Crossings** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Wal-Mart Supercenter at Canyon Crossings**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

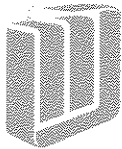
A description of the proposed Project was published in SCAG's **April 16-30, 2005** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

  
**MARK BUTALA**  
Senior Regional Planner  
Intergovernmental Review

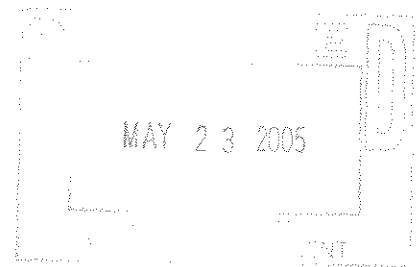




**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office



May 19, 2005

Ms. Clara Miramontes  
City of Riverside  
Planning Department  
3900 Main Street, Third Floor  
Riverside, California 92522

Dear Ms. Miramontes:

Notice of Preparation of a  
Draft Environmental Impact Report for the Wal-Mart Supercenter at Canyon Crossings

The Metropolitan Water District of Southern California (Metropolitan) has received a copy of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (Draft EIR) for the Wal-Mart Supercenter at Canyon Crossings (Project). The city of Riverside (City) is acting as the Lead Agency for this Project. The Project consists of construction of a 235,000 square foot Wal-Mart Supercenter on approximately 24 acres easterly of Valley Springs Parkway, and northerly of Corporate Center Place. The Wal-Mart Supercenter would include the following uses: general merchandise, groceries and liquor sales; a pharmacy with drive through service; a vision care center; a food service center; a photo studio, a photo finishing center; a banking center; an arcade; a garden center; tire and lube facilities; outdoor sale facilities; outside container center storage facilities; rooftop proprietary satellite communications facilities; parking facilities; and all other necessary appurtenant structures and facilities. Metropolitan is providing comment on this Notice as a potentially affected agency.

Metropolitan staff review of the Notice indicates that Metropolitan owns and operates a facility, which traverses the proposed Project's northern boundary and runs in a generally west-east direction, as depicted on the Vicinity Map. Metropolitan's Box Springs Feeder is an approximately 96-inch diameter pipeline located within fee-owned right-of-way. Additionally, Metropolitan also has permanent easement right-of-way along the eastern Project boundary and adjacent to the Santa Ana Valley Pipeline. Metropolitan staff has also received a copy of the conceptual site, grading and utility plans. Metropolitan's Substructure Team reviewed these plans and provided a letter dated September 30, 2004 (Enclosed).

Metropolitan is concerned with potential impacts to the Box Springs Feeder associated with excavation, construction, utilities, or any development that may occur as a result of the Project. Development associated with the Project must not restrict any of Metropolitan's day-to-day operations and/or its access to facilities nor encroach on or otherwise interfere with

Ms. Clara Miramontes

Page 2

May 19, 2005

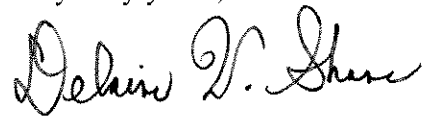
Metropolitan's use of our rights-of-way. Metropolitan requests that the City address our comments identified in our September 30, 2004 letter and consider our facilities during its project planning and in the impact analysis in the Draft EIR. Additionally, approval of the Project where it could impact Metropolitan's property must be contingent on resolution of the issues identified in our letter and Metropolitan's approval of design plans for the Project.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Additionally, Metropolitan encourages projects within its service area to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures, such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water, to offset any increase in water use associated with the Project.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation on this Project. If we can be of further assistance, please contact me at (213) 217-6242.

Very truly yours,



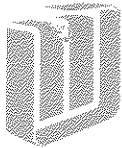
(for) Laura J. Simonek  
Manager, Environmental Planning Team

LIM/rdl

(Public Folders/EPU/Letters/19-MAY-05D.doc - Clara Miramontes)

Enclosure: Planning Guidelines

Metropolitan Letter Dated September 30, 2004

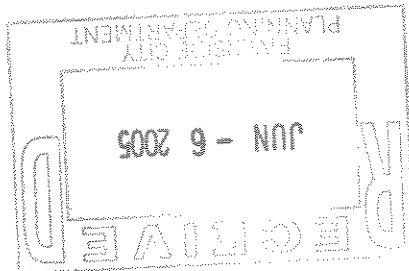


**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

**COPY**

Executive Office



MWD Box Springs Feeder  
Sta. 0+00 to 9+30  
R/W Parcel 1609-2-8 (Fee) and -2-19  
Substr. Job No. 4040-04-001

May 31, 2005

Mr. Glenn M. Chung  
Project Manager/Associate  
Hall & Foreman, Inc.  
9130 Anaheim Place, Suite 120  
Rancho Cucamonga, CA 91730-5465

Dear Mr. Chung:

Wal-Mart Store #1899-05 – Canyon Springs

Thank you for your letter of transmittal dated April 15, 2005, submitting prints of the revised site plans and conceptual grading and utility plans (Sheets 1 through 4 of 4) and an MWD profile exhibit plan for the proposed Wal-Mart Store # 1899-05 project on property located in the area of Canyon Springs and Corporate Center Place in the city of Riverside. Our prior check prints for this project were also returned with this transmittal.

We understand that a parking area is proposed within Metropolitan's fee property relative to this project. We will consider granting a lease for parking purposes (not an easement as indicated on your plans), provided Metropolitan's property is not part of the City's required parking and will not be used for primary parking for this development. Metropolitan will only allow its property to be used for secondary purposes and not to satisfy the parking-related requirements. Any potential lease will also be subject to Metropolitan's paramount rights to use the property for the purposes it was acquired.

We have reviewed your submitted plans, and our comments and requirements are as follows:

Mr. Glenn M. Chung

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May 31, 2005

1. The locations of Metropolitan's predominantly 80-foot-wide fee property, 30-foot-wide permanent easement, 96-inch-inside-diameter prestressed concrete Rialto Pipeline and the appurtenant manhole, air release and vacuum valve, valve and meter structures, as shown on your plans, appear to be in general agreement with our records. We request that our pipeline and manhole, air release and vacuum valve structure also be shown and identified accordingly, and that our fee property be identified as Metropolitan's on all pertinent plans.

Your submitted plans also delineate the State of California Department of Water Resources' 100-foot-wide right-of-way, which adjoins the easterly boundaries of our rights-of-way in this area.

2. As shown on the grading plan (Sheet 3) and illustrated on the MWD profile exhibit plan, the modified designed grade for the proposed parking and access driveway within our fee right-of-way would require cuts of up to 4 feet and additional fill of up to 1 foot over our pipeline. With this proposed grading, our pipeline would have a resulting cover ranging from 4.5 to 10 feet, which is within the acceptable design cover limits of our pipeline for AASHTO H-20 loading in this area.

We understand that our pipeline has been potholed to establish its actual elevation based on your project datum and to ensure that the approved designed cover is maintained over our pipeline once your proposed grading has been completed.

3. The procedures for the placement and compaction of soil and pavement in the area of our pipeline must be submitted for our review and prior written approval. Please note that we cannot allow any procedures that could subject our pipe to excessive impacts or vibratory loads. Vibratory rollers in vibratory mode must not be used within 15 feet of the centerline of our pipeline.
4. Within the limits of this project our pipeline is adequate for AASHTO H-20 loading, provided the cover over our pipeline is a minimum of 4 feet. If the cover over our pipe is a minimum of 5 feet, vehicles imposing loads no greater than those imposed by a loaded Caterpillar 633E or 637E Series II scraper may operate

Mr. Glenn M. Chung

Page 3

May 31, 2005

over the pipeline, provided the ground is maintained in a smooth condition for three vehicle lengths on both sides of the pipeline. If the cover over our pipeline is less than 4 feet, equipment must be restricted to that which imposes loads no greater than AASHTO H-10 loading. If the cover is between 2 and 3 feet, equipment must be restricted to that equal in weight of a Caterpillar D-4 tract-type tractor, and if less than 2 feet, only hand equipment may be used.

A list and the specifications of all construction equipment to be used over our pipeline must be submitted for our review and written approval at least 30 days prior to their use.

5. Within the limits of this project our pipeline is a prestressed concrete cylinder pipeline (PCCP). Please note that PCCP is subject to catastrophic failure if damage occurs to the prestressing wire. Such damage could occur by direct impact of construction equipment upon the pipe, or if the mortar lining that protects the prestressing wire is in some way damaged or cracked and corrosion occurs. Therefore, when potholing or excavating near our pipe, no power equipment, including backhoes, may be used within 2 feet of our pipe. Hand equipment only may be used.
6. As stated on the grading plan (Sheet 3) and on the MWD profile exhibit plan, our manhole, air release and vacuum valve structure (Box Springs Feeder Station 1+73) will need to be adjusted to accommodate the approved change in grade surrounding this structure. Metropolitan will consider allowing the project contractor to perform the adjustment of this structure under Metropolitan's supervision and per our standards. All costs associated with the adjustment of our structure must be borne by the project proponent.
7. Metropolitan must have continuous vehicular access at all times for regular patrolling and maintenance, as required. However, the layout of the proposed parking spaces and associated planters and curb and gutter, as shown on the site plan (Sheet 2), grading plan (Sheet 3) and utility plan (Sheet 4), will inhibit our vehicular access along our right-of-way.



Mr. Glenn M. Chung

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May 31, 2005

Metropolitan would be willing to accept an unrestricted blanket easement, reasonable for our ingress and egress over a portion of the proposed parking lot, in order to maintain access to our facilities in this vicinity. Please submit a proposal delineating the area for this blanket easement to Metropolitan for our review and comment. If your proposal meets our requirements, the corresponding legal description and exhibit map for the proposed blanket easement must be submitted for our review and subsequent processing of the easement documentation. Please note that Metropolitan's final acceptance of your project will be subject to the granting of this easement.

8. Please also note that parking and access within our right-of-way could be unavailable at any time for a period of time in the event excavation of our pipeline becomes necessary for maintenance, repair and/or replacement. Metropolitan will not be responsible for finding alternative access and parking or for any costs associated with disruption to the business operations during this period.
9. The locations of the parking light poles are generally acceptable where they will be installed no closer than 20 feet from the centerline of our pipeline, as shown on the site plan (Sheet 2). However, any proposed electrical conduits associated with these light poles must be encased in a minimum of 3 inches of red concrete when installed over our pipeline. Please note that should Metropolitan need to do any work in this area, the removal and reinstallation of these light standards would be the responsibility of the property owner, i.e., Wal-Mart
10. As shown on your submitted plans, we note that a driveway approach will be constructed on the east side of Valley Springs within our right-of-way. We understand that this will be an open driveway, which will ensure access to our right-of-way.
11. The grading plan (Sheet 3) indicates a proposed retaining wall that is planned directly adjacent to the southwesterly edge of our triangular shape fee right-of-way. As illustrated in Section "D-D" on this plan, we note that no part of the wall, including footings, will encroach into our right-of-way.

Mr. Glenn M. Chung  
Page 5  
May 31, 2005

12. We have no objections where the existing fence that surrounds our facilities will be extended to at least 20 feet west of our manhole, air release and vacuum valve structure, as shown on your plans. These plans indicate that a new 16-foot-wide gate, aligned to the proposed access ramp on the 9.5 percent grade along the inside of the south edge of the extended fence, will be provided in the west section of this fence. We understand that the proposed gate will be capable of accommodating a Metropolitan lock. These provisions should acceptably address our concerns in maintaining access to our facilities.
13. The utility plan (Sheet 4) indicates a proposed 36-inch storm drain line that will cross our fee right-of-way. There appear to be no conflicts where this storm drain will cross over our pipeline with approximately 1.3 feet of vertical clearance, as shown on the MWD profile exhibit plan. Please ensure that this designed clearance is maintained once your proposed storm drain has been installed over our pipeline.
14. We understand that the proposed parking area will eliminate the existing local drainage and/or watercourse system which daily conveys the discharge from the turbidimeter appurtenant to our pipeline at the easterly side of this project development. Your proposed development must provide a storm drain inlet, which must be connected to an adequate storm drain system, to accommodate the discharge from our turbidimeter. The location of this inlet should be just inside the fence along the north edge of our property.
15. We note that the grading plan (Sheet 3) includes a stipulation for notification of Metropolitan prior to the start of any work in the vicinity of our facilities and rights-of-way.

Provided the aforementioned conditions are complied with, your plans are acceptable to Metropolitan. We are returning prints of your submitted site plan and the conceptual grading and utility plans (Sheets 2, 3 and 4 of 4), stamped "REVIEWED — CORRECTIONS NOTED — NO RESUBMITTAL REQUIRED." Also enclosed is a print of the MWD profile exhibit plan (Sheet 1 of 1), stamped "REVIEWED — NO CORRECTIONS NOTED."

Mr. Glenn M. Chung

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May 31, 2005

Plans for any landscaping and utilities or other improvements proposed within our rights-of-way must also be submitted for our review and prior written approval. Please note that no trees are allowed within our rights-of-way, but ground cover is permitted.

As stated in our September 30, 2004 correspondence for this project, a lease agreement at appropriate market rates must be obtained for the proposed parking and related improvements within Metropolitan's fee property. In accordance with our "Guidelines for Legal Descriptions and Accompanying Exhibit Maps," copy enclosed, a legal description and exhibit map for the subject area must be submitted for our review and subsequent processing of the requisite lease agreement, which our Property Management Team will prepare. Please contact Mr. Paul Norlen of this team, telephone (213) 217-7665, concerning this matter.

Facilities constructed within Metropolitan's easement and fee properties shall be subject to the paramount right of Metropolitan to use the easement and fee properties for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the easement and fee properties, such removal and replacement shall be at the expense of the owner of the facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Mr. Jose Bautista, telephone (213) 217-6092.

Very truly yours,

ORIGINAL SIGNED BY  
KIERAN M. CALLANAN

Kieran M. Callanan, P.E. 7  
Manager, Substructures Team

JB/ly  
DOC 4040-04-001c

Enclosures (5)

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Glenn M. Chung

Page 7

May 31, 2005

cc: City of Riverside  
Planning Department  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

Subs 7/12

MWD Box Springs Feeder  
Sta. 0+00 to 9+30  
R/W Parcel 1609-2-8 (Fee) and -2-19  
Substr. Job No. 4040-04-001

September 30, 2004

Ms. Rossana Torres  
Staff Engineer  
Hall & Foreman, Inc.  
9130 Anaheim Place, Suite 120  
Rancho Cucamonga, CA 91730-5465

Dear Ms. Torres:

Wal-Mart Store #1899

Thank you for your letter dated August 17, 2004, submitting prints of the updated conceptual site, grading and utility plans (Sheets 1 through 4 of 4) for the proposed Wal-Mart Store # 1899 project on property located in the area of Canyon Springs and Corporate Center Place in the city of Riverside. Our prior check prints for this project were also returned with this transmittal.

We understand that a parking area is proposed within Metropolitan's fee right-of-way relative to this project. The "Retail Site Summary" section on Sheet 1 indicates that the proposed use of Metropolitan's right-of-way is not part of the City's required parking for this development. In addition, Metropolitan will allow the use of our property for secondary parking only. As stated in our June 21, 2004 correspondence for this project, copy enclosed, Metropolitan will consider granting a lease for parking purposes, provided you acquire a letter from the City of Riverside attesting to these conditions. Please send us a copy of this letter as it becomes available.

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Ms. Rossana Torres  
Page 2  
September 30, 2004

If the letter from the city is acceptable to Metropolitan, the following comments and requirements regarding our review of your submitted updated plans must be addressed and submitted for our review and written approval:

1. The locations of Metropolitan's predominantly 80-foot-wide fee right-of-way, 96-inch-inside-diameter prestressed concrete Rialto Pipeline and the appurtenant manhole, air release and vacuum valve, valve and meter structures, as shown on your plans, appear to be in general agreement with our records. We request that our 30-foot-wide permanent easement and pipeline also be shown and identified accordingly, and that our fee property be identified on all pertinent plans. Enclosed for your information and use are prints of our Drawings B-57524 and B-57525 and Right-of-Way Map No. 1609-2.

Sheets 1 and 4 also delineate the State of California Department of Water Resources' 100-foot-wide right-of-way, which adjoins the easterly boundaries of our rights-of-way in this area.

2. The designed grade for the proposed parking and access driveway within our fee-owned right-of-way, as shown on Sheet 3, would require cuts of up to 5.5 feet over our pipeline. Due to this proposed grading, the resulting cover over our pipeline (Stations 3+40 to 4+50) is unacceptable since it does not meet the 4-foot minimum cover requirement over our pipeline with the proposed live loads in this area.

To accommodate the proposed parking and access driveway within our right-of-way, your proposed grading must be modified to maintain a cover between 4 feet and 10 feet over our pipeline. This allowable cover restriction is subject to the condition that no more than 1 foot of additional fill will be allowed within 30 feet of any manhole or structure on our pipeline within your project area.

Per the proposed contour grade (Elevation 1572), as shown on Sheet 3, our review indicates that up to approximately 3.5 feet of cut would be required at the proposed fence line on the west side of our manhole, air release and vacuum valve structure. Please submit details illustrating the transition of your proposed grading, including a cross-section of the proposed access ramp, in this vicinity. The slope of any proposed grading must have a gradient not exceeding 10 percent

within our right-of-way.

To facilitate our review of your proposed grading in the area of our right-of way, we request that our pipeline be shown in profile in relation to the existing grade and modified proposed grade. We understand that our pipeline has been potholed to establish its actual elevation based on your project datum. This pothole information should be reflected on the submitted profile.

3. The procedures for the placement and compaction of soil and pavement in the area of our pipeline must be submitted for our review and prior written approval. Please note that we cannot allow any procedures that could subject our pipe to excessive impacts or vibratory loads. Vibratory rollers in vibratory mode must not be used within 15 feet of the centerline of our pipeline.
4. Within the limits of this project our pipeline is adequate for AASHTO H-20 loading, provided the cover over our pipeline is a minimum of 4 feet. If the cover over our pipe is a minimum of 5 feet, vehicles imposing loads no greater than those imposed by a loaded Caterpillar 633E or 637E Series II scraper may operate over the pipeline, provided the ground is maintained in a smooth condition for three vehicle lengths on both sides of the pipeline. If the cover over is less than 4 feet, equipment must be restricted to that which imposes loads no greater than AASHTO H-10 loading. If the cover is between 2 and 3 feet, equipment must be restricted to that equal in weight of a Caterpillar D-4 tract-type tractor, and if less than 2 feet, only hand equipment may be used.

A list and the specifications of all construction equipment to be used over our pipeline must be submitted for our review and written approval at least 30 days prior to their use.

5. Within the limits of this project our pipeline is a prestressed concrete cylinder pipeline (PCCP). Please note that PCCP is subject to catastrophic failure if damage occurs to the prestressing wire. Such damage could occur by direct impact of construction equipment upon the pipe, or if the mortar lining which protects the prestressing wire is in some way damaged or cracked and corrosion occurs. Therefore, when potholing or excavating near our pipe, no power

equipment, including backhoes, may be used within 2 feet of our pipe. Hand equipment only may be used.

6. Metropolitan will consider the use of our property for secondary access and parking only. In addition, access and parking within our right-of-way could be unavailable at any time for a period of time in the event excavation of our pipe-line becomes necessary for maintenance, repair and/or replacement. Metropolitan will not be responsible for finding alternative access and parking or for any costs associated with a disruption to the business operations during this period.

7. Metropolitan must have continuous vehicular access at all times for regular patrolling and maintenance, as required. However, the layout of the proposed parking spaces and associated planters will inhibit our vehicular access along our right-of-way.

Metropolitan would be willing to accept an unrestricted blanket easement, reasonable for ingress and egress over a portion of the proposed parking lot, in order to maintain access to our facilities in this vicinity. Please delineate the proposed area for this blanket easement to Metropolitan on your plans for our review and comment.

8. As shown on your plans, we note that a driveway approach will be constructed on the east side of Valley Springs within our fee right-of-way. We understand that this will be an open driveway, which will ensure access to our right-of-way.
9. As shown on Sheet 3, we note that a proposed retaining wall is planned directly adjacent to the southwesterly edge of our triangular shape fee right-of-way. Details of the proposed retaining wall must be incorporated into your plans for our review and written acceptance. Please ensure that no part of the wall, including footings, will encroach into our right-of-way.
10. Sheets 3 and 4 indicate that the existing fence that surrounds our facilities will be extended to at least 20 feet west of our manhole, air release and vacuum valve structure, as we previously requested. However, the proposed fence extension



Ms. Rossana Torres  
Page 5  
September 30, 2004

conflicts with the alignment of the proposed access ramp. Please submit details illustrating a modified proposal to resolve this conflict. To maintain access to our facilities, a new 16-foot-wide gate, capable of accommodating a Metropolitan lock, must be provided in the appropriate section of the fence. In addition, the proposed planter surrounding the manhole structure inside the fenced area is not acceptable.

11. The proposed storm drain line that is planned to cross diagonally across our right-of-way, as shown on Sheet 4, is not acceptable. The alignment of this storm drain must be reconfigured so that it will cross our right-of-way as close to 90-degree angle as possible. Per the elevation data shown on this plan, the vertical alignment of the proposed storm drain must also be modified to provide a minimum of 1 foot of vertical clearance where it crosses over our pipeline. Please show our pipeline in profile on your plans at this crossing for our review and written acceptance.
12. We understand that the proposed parking area will eliminate the existing local drainage and/or watercourse system which daily conveys the discharge from the turbidimeter appurtenant to our pipeline at the easterly side of this project development. As delineated on Sheets 3 and 4, there is a proposed storm drain line that runs partially along the outside of the northerly boundary of our right-of-way at this location. Your proposed development must provide a storm drain inlet to accommodate the discharge from our turbidimeter. The location of this inlet should be just inside the northerly edge of our property.
13. During construction, Metropolitan's field personnel will make periodic inspections. We request that a stipulation be added to all pertinent plans to notify Mr. Joe Mirone of our Water System Operations Group, telephone (909) 776-2664, at least two working days (Monday through Thursday) prior to the start of any work in the vicinity of our facilities and rights-of-way.

Please revise your plans in accordance with our requirements and submit prints of the revised detailed plans and other pertinent plans or other information for our review and written approval. We are returning prints of your submitted conceptual site, grading and utility plans (Sheets 1 through 4), stamped "REVIEWED — CORRECTIONS NOTED — RESUBMITTAL REQUIRED."

Ms. Rossana Torres  
Page 6  
September 30, 2004

Plans for any landscaping, other utilities or other improvements proposed within our rights-of-way must also be submitted for our review and prior written approval. Please note that no trees are allowed within our rights-of-way, but ground cover is permitted.

Once your plans have been accepted, appropriate rights must be obtained for the proposed access/parking, storm drain, utilities and associated activities within Metropolitan's fee-owned property. Legal descriptions and exhibit maps for the subject areas must be submitted for our review and subsequent processing of the requisite rights, which our Property Management Team will prepare. Please contact Mr. Paul Norlen of this team, telephone (213) 217-7665, concerning this matter.

Facilities constructed within Metropolitan's easement and fee property shall be subject to the paramount right of Metropolitan to use the easement and fee property for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the easement and fee property, such removal and replacement shall be at the expense of the owner of the facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Mr. Jose Bautista, telephone (213) 217-6092.

Very truly yours,

ORIGINAL SIGNED BY  
KIERAN M. CALLANAN

Kieran M. Callanan, P.E.  
Manager, Substructures Team

JB/ly  
DOC 4040-04-001b

Enclosures (8)

Ms. Rossana Torres

Page 7

September 30, 2004

cc: City of Riverside  
Planning Department  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

bcc: J. Bautista  
K. M. Callanan  
D. T. Clewley/P. Norlen  
J. F. Martinez  
J. R. Mirone w/plans  
G. W. Muse, Jr.  
M. Rubio w/plans  
Substructures Book  
Substructures File w/plans

## PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



June 1, 2005

File No. SCH 2005041104  
JUN - 6 2005

Clara Miramontes  
City of Riverside, Planning Depart.  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

Subject: Walmart Supercenter

Dear Ms. Miramontes:

As the state agency responsible for rail safety within California, we recommend that the proposed Walmart Supercenter project be planned with the safety of the rail corridor in mind. The proposed project is near the BNSF Railway Company right-of-way. The full development of the project area will increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.

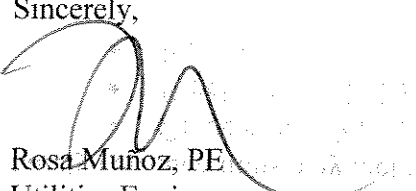
Safety considerations may include, but are not limited to, the following items:

- Grade separation of the crossings along major thoroughfares
- Fencing to limit the access of pedestrians onto the railroad right-of-way
- Improvements to warning devices at existing at-grade highway-rail crossings
- Improvements to traffic signaling at intersections adjacent to crossings
- Improvements to roadway geometry and lane striping near crossings
- Increased enforcement of traffic laws at crossings
- A safety awareness program on rail related hazards

The above-mentioned safety improvements should be considered when approval is sought for new developments; this includes mitigation measures at the Eastridge Avenue highway-rail at-grade crossings. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the community.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).


Sincerely,

  
Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

cc: John Shurson, BNSF



Southern  
California  
Gas Company

A  Sempra Energy™ company



June 22, 2005

City of Riverside  
Planning Dept  
3900 Main Street  
Riverside, CA 92522

**Subject:** Notice of Preparation of DEIR  
Eucalyptus & Day – Wal Mart - Riverside

Southern California  
Gas Company

9400 Oakdale Avenue  
Chatsworth, CA  
91313

Mailing Address:  
P. O. Box 2300  
Chatsworth, CA  
91313-2300  
M.L.9314

tel 818-701-4546  
fax 818-701-3441

Southern California Gas Company, Transmission Department, has no facilities within your proposed improvement. However, our Distribution department may have some facilities within your construction area. To assure no conflict with the local distribution's pipeline system, please contact (951) 335-7725.

Sincerely,

  
Rosalyn Squires  
Pipeline Planning Assistant  
Transmission Department